

FINAL LIST OF PRICING/MANAGED LANES SCENARIOS BEING EVALUATED FOR SR 520 (05/13/02)
MATRIX SHOWING RELATIONSHIP BETWEEN CORRIDOR OBJECTIVES AND PROPOSED TRANSPORTATION PRICING SCENARIOS

CORRIDOR OBJECTIVES	4 LANE SCENARIO: 4 General Purpose (GP) Lanes	6 Lane Scenario: 4 GP lanes + 2 HOV lanes	8 Lane Scenario: 6 GP lanes + 2 HOV Lanes	8 Lane Scenario: 4 GP lanes + 4 HOV Lanes
	Option 1 (Toll on SR 520)	Option 3 (Toll on SR 520)	Option 5 (Toll on SR 520)	
	Option 2 (Toll on SR 520 and I-90)	Option 4 (Toll on SR 520 and I-90)	Option 6 (Toll on SR 520 and I-90)	Option 7 - Managed Lanes
	1. AM, PM and Off-peak period pricing for SOV and HOV 2 2. HOV 3+ and transit free	1. AM,PM and Off-Peak period pricing for SOV and HOV 2 2. HOV 3+ and transit free in HOV lanes	1. AM, PM and Off-Peak period pricing for SOV and HOV 2 2. HOV 3+ and transit free in HOV Lanes	1. No Pricing on GP lanes for SOV and HOV 2 2. HOV 3+ and transit free in Managed Lanes 3. "Buy in" for HOV 2 into Managed Lanes
	TOLLING CONCEPT	TOLLING CONCEPT	TOLLING CONCEPT	MANAGED LANES CONCEPT
Travel time reliability	+	+	+	+
Maximize person throughput	+	+	+	+
Maximize vehicle throughput	-	-	-	+
Maximize transit and HOV mode shares	-	+	+	+
Enhance BRT speed and reliability	-	+	+	+
Minimize traffic diversion	-	-	-	+

Note: '+' = meets corridor objective
 '-' = does not meet corridor objective